

Membership in the TRCC are representative of the following:

- Indiana Criminal Justice Institute TSD
- Indiana State Police
- Indiana State Police CVED
- Indiana Department of Transportation
- Bureau of Motor Vehicles
- Department of Homeland Security
- Indiana State Department of Health
- Indiana Supreme Court (JTAC)
- Indiana State Coroners Association
- Indiana Prosecutors Association
- IUPUI Center for Urban Policy
- Riley Hospital for Children
- Indiana Department of Toxicology
- Indiana Department of Education
- Marion Co. Traffic Safety Partnership
- Indiana Law Enforcement Academy
- National Highway Transportation Safety Administration
- Federal Highway Administration
- Federal Motor Carrier Safety Admin.



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Indiana Criminal Justice Institute

**Traffic Safety
Division**

The Evolution Of Traffic Records In Indiana

**Mission Statement:
To create an integrated traffic records
system through a collaboration of all
local, state and federal entities
responsible for motor vehicle safety**

Traffic Records Coordinating Committee (TRCC)

The TRCC in Indiana has made a devoted effort to initiate improvements in the traffic records system. The TRCC meets monthly to discuss traffic records projects, presentations on improvements, and to receive recommendations from local, state, private, and federal members that comprise the TRCC.

Vision

It is the vision of the Traffic Records Coordinating Committee and traffic safety stakeholders to make Indiana's traffic records system a premier model in our nation. With the present cooperation that is taking place among our stakeholders and law enforcement partners, continued success in improving traffic records is anticipated. With the prioritization of the traffic records improvement projects, the technological advancements will continue.

Future

The TRCC has the task of continually developing the traffic records system in the state of Indiana. Presently, the partnership that has been formed will continue to strive toward the goals established. The ultimate task is to provide an environment that significantly reduces death, injury, and economic costs on Indiana highways that will result in safer roads for all the citizens and visitors to the State.

TRCC Traffic Records Projects:

- **Hiring of the Traffic Records Coordinator:** promoted the improvements in traffic records that Indiana has realized. This person chairs the TRCC, and is the liaison between local, private, state, and federal entities. This person is to "champion" the improvements in traffic records.
- **Trauma Registry Data Program:** Analysis of data from reporting trauma centers will assist in improving care to patients with traumatic injuries. In addition, the hiring of an epidemiologist will contribute to the reporting of highway safety data.
- **Emergency Medical Services (EMS) Data Program:** data obtained from EMS providers will improve the run reporting data to the registry. Data from EMS runs can then be linked to Trauma Registry, Crash, and hospital discharge. This will give a more defined linkage in our CODES project.
- **Mapping Analyst/Map Integration:** this project will integrate up to date shape files into the state crash mapping system. The back log of reports not mapped will be eliminated. Better location analysis can focus on engineering or enforcement areas.
- **Coroners Data Submission Project:** Coroners were supplied laptops, printer/fax, along with a CoronerME software reporting to submit motor vehicle fatality information to our Fatal Analysis Reporting System (FARS)

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TRCC Traffic Records Projects:

• **The Electronic Citation and Warning System** : the ECWS program created by the Indiana Judicial Technology and Automation Committee will provide law enforcement officials the necessary tools to quickly and accurately capture the correct information on a traffic citation or warning. The program will also provide the ability to transmit electronically the citation information to all interested entities. Those parties include local, state, and federal levels that need this information for court, BMV purpose, and adjudication. This project will improve timeliness, accuracy, completeness, and integration on all levels.

ECWS Program Facts:

- Pilot went live July 1, 2007 with five law enforcement officers – their suggestions and input have helped refine the system.
- Eliminates handwritten tickets and the need for multiple agencies to enter the same information
- Enhances safety by reducing time spent at the roadside – we’ve been told by 50%
- Increases accuracy of information - barcode scanner pre-populates driver and vehicle information
- Improved, more up to date data thanks to electronic transfer
- eCWS is available to law enforcement agencies free of charge
- ISP and ISP CVED units will be deployed by 01/01/2008.

ARIES Electronic Crash Reporting

The eVCRS/Aries system was implemented in the state of Indiana in 2003. Lack of computers in police units, the reluctance to change to a computer generated crash report were reasons for agencies to be non-compliant. The submission rate of crash reports electronically as of December 31, 2005 was 32%. Listed below is an outline of reasons on why our electronic crash submission rate is unequaled by any other state:

- Agencies were surveyed as to there submissions and equipment needs.
- ARIES/eVCRS program provided to agencies, configuration assistance, regular upgrades, and Help Desk provided free of charge.
- Visits by TSD and HSA staff to larger submitting agencies was successful in program enrollment.
- Trainings at local agencies were conducted by TSD and HSA staff members in eVCRS.
- Deployment of surplus ISP laptops to local agencies contributed to the increase enrollment into ARIES.
- Law enforcement liaisons urged agencies to enroll in ARIES and submit in a timely manner.
- Reduced cost of operation, electronic submission reduced mailing cost, along with staff time.
- Bar Code scanning capability to auto load driver and vehicle information into crash report.
- Easy Street draw program in application eliminates hand drawing a crash diagram.

Electronic Crash Submission Rates

| Month | Year | % Electronic |
|--------------|------|--------------|
| December | 2005 | 32% |
| March | 2006 | 57% |
| July | 2006 | 64% |
| October | 2006 | 66% |
| December | 2006 | 58% |
| March | 2007 | 77% |
| July | 2007 | 84% |
| October | 2007 | 90% |
| Last 30 Days | | 96% |

Submission Timeliness Goal

Receive 90% of all crash reports in the data repository with 5 days.

| Year | Percentage |
|--------------|------------|
| 2003 | 8% |
| 2004 | 7% |
| 2005 | 26% |
| 2006 | 37% |
| 2007 | 58% |
| Last 30 days | 72% |

Publications

The Center for Urban Policy and Environment at IUPUI has published numerous facts on crash statistic in Indiana for 2006. These are : 2006 Crash Fact Book, Fact sheets on trucks, motorcycles, speeding, alcohol, children, young drivers, and county profiles. (including municipality report) These publications can be found at:

http://www.in.gov/cji/SAC/traffic_data.html

Crash Report Data Quality

The increase in electronic submissions greatly reduces the number of data quality errors that were being committed in paper submissions. This is a vast improvement over the number of paper reports that had critical errors in April and May of 2006. Improvements in data quality (**3% error rate, down from 40%**) due to standardization of input and immediate feedback to the officer via ARIES, means complete, accurate, and timely data are available to NHTSA, FMCSA, FHA, INDOT, ICJI, ISP and other traffic safety professionals. Not only does better information lead to better and more informed decision-making, but makes Indiana better qualified to receive increased federal funding.

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